Report of M/s. IHI, Japan, on Modernisation of HDPEL

6326. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minster of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 2637 given in the Rajya Sabha on the 29th March, 1995 and state:

(a) when M/s. IHI, Japan, prepared the report with ten options, what prompted Government to sanction option (c) with least internal rate of return;

(b) when M/s. IHI, Japan found the combination 1, 2, 3, and 4 viable, with IRR more than the acceptable norm, what were the precise reasons for not accepting such combinations, particularly when OECF, Japan agreed to extend loan to the extent of Rs. 43,85 crores, as per exchange rate of December 1988 at 2.5% p.a., repayable over a period of ten years;

(c) whether HDPEL had informed the concerned Ministry before appointing DCL to conduct another viablility report; and

(d) if so, how Government felt that HDPEL should appoint DCL when IHI, Japan prepared and exhaustive viability report with financial stake of OECT, Japan?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) M/s. Ishikawajima-Harima Heavy Industries Co., Ltd. (IHI), Japan, had recommended 10 alternative proposals for modernisation of HDPEL. While the different investment combinations for modernisation were not found to be acceptable, however, Govt. had sanctioned one of the recommended scheme for modernisation called "Port Engineering Works (PEW)-C" as the scheme would provide such production facilities as could become part of the future modernisation plans. HDPEL took the help of Development Consultants Ltd. (DCL) to make financial and economic analysis of a modified project/proposal for Nazirgunge, drawn up in-house, based on IHI recommendations but with updated cost because of time gap between IHI report and the modified proposal.

Placing of Orders of Hooghly Dock and Port Engineers Ltd.

6327. SHRI NILOTPAL BASU:
SHRIMATI CHANDRA KALA PANDEY:

Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 1309 given in the Rajya Sabha on the 14th December, 1994 and state:

(a) whether the Ministry have prescribed a mechanism for placement of roders to augment inadequate orders position of HDPEL and whether it has been followed by Port Trusts/Government authorities and the orders finalised accordingly;

(b) whether HDPEL have received a single order after issuance of the above orders by the Ministry; if not the reasons therefor;

(c) if so, the details of orders finalised by Port Trust/Government Authorities, indicating whether limited tenders or press tenders were issued and the names of the Shipyards on whom such orders have been placed;

(d) if not, what are the reasons for not following the instruction issued by the Ministry to the Port Trusts and what action has been taken by Ministry for non-compliance of such instructions; and

(e) whether Government have recommended some Port Trusts/Government authorities to place their orders to specific Shipyards(S) without following the prescribed mechanism/ tendering procedure; if so, what are the reasons therefor and why no such recommendations were made for the HDPEL?